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# The Inside Track



SOUTHERN CALIFORNIA

SOUTHERN PACIFIC



# SOUTHERN PACIFIC

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# THE INSIDE TRACK

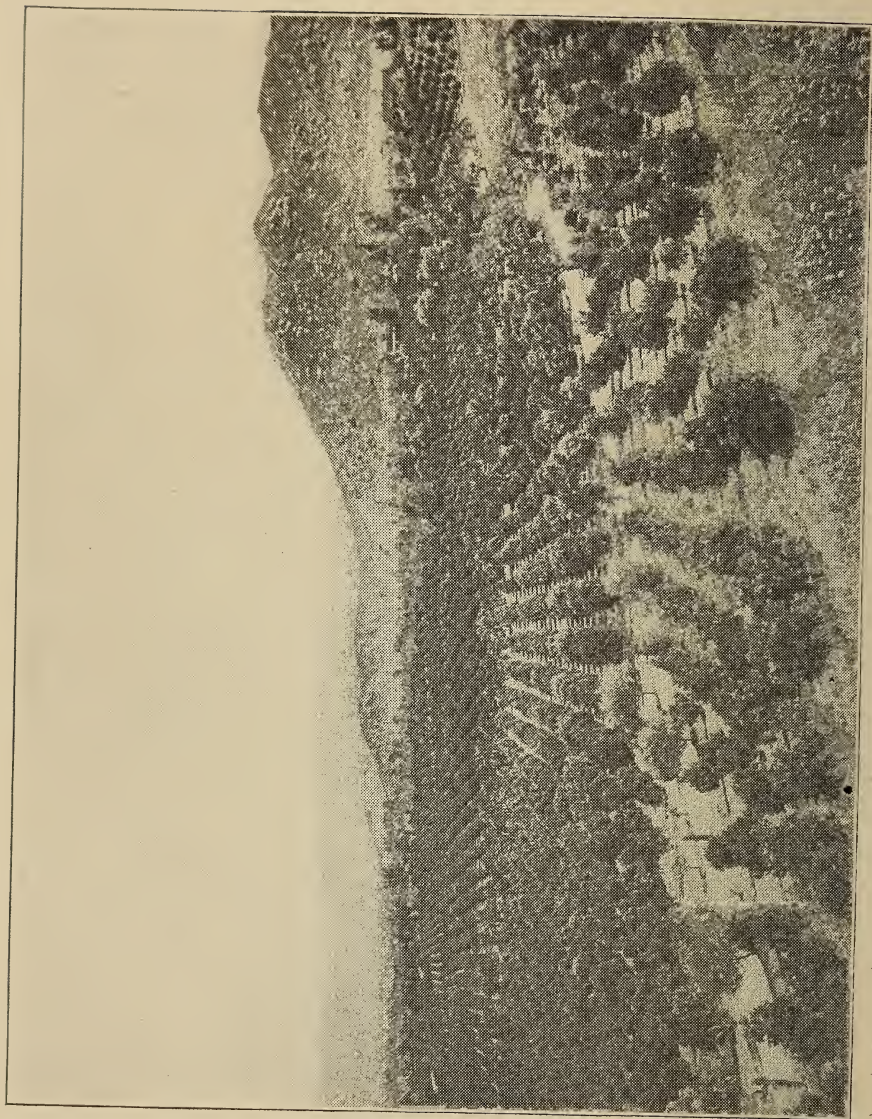
The Way Through the Wonderful  
Fruit and Flower Garden of  
Southern California

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Issued by  
PASSENGER DEPARTMENT  
SOUTHERN PACIFIC COMPANY  
" San Francisco, California

1907

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IN CHANGE LAND A SOUTHERN CALIFORNIA SCENE



# The Inside Track



**T**HE greatest citrus fruit section of the earth lies eastward from Los Angeles.

The easiest way to see this wonderful fruit and flower garden of the interior of Southern California is over the Inside Track of the Southern Pacific, a round trip journey of one hundred and fifty miles, reaching the great orange growing districts and their cities quickly and to best advantage.

The way is through the San Gabriel Valley, land of mission, olive and vine, the beautiful Pomona Valley, and finally across the broad upland sweep of the San Bernardino Valley, with a short side trip to the vale that holds the pent up riches of Riverside. These are indeed practically all one great valley, walled to the

**The Earth's  
Greatest Citrus  
Section**



SOME PASADENA HOTELS

north by the mighty San Bernardino and San Gabriel ranges.

To spy out this country in the most comfortable way, one should take the Inside Track Flyer from the Arcade Station (Fifth and Central Avenue) any morning about 8.55 a. m. The local time cards will give you the exact leaving time. The circuit of the orange belt may be made all the way on this fast vestibuled train of comfortable chair cars, which en route stops several hours at chief points of interest. Returning the traveler reaches Los Angeles about 6:50 p. m. If time permit it is of course well to extend the journey and spend as many days as may be possible at the great interior resort cities.

The Inside Track, the first railway constructed through Southern California, passes through the sections in the highest state of cultivation. The location of the line is so superior that it not only reaches Covina, Pomona, Ontario, Colton, Riverside, Redlands and San Bernardino, but also touches the business sections of these cities. The passenger stations are up town everywhere. From any of them it is but a few steps to the heart of the city.

San Gabriel Mission is within a few yards of the track and a fine view may be had from the car window. Loma Linda is reached by no other route.

**The Inside  
Track Flyer**

**Why Use The  
Inside Track?**

**Fine  
Mountain  
Views**





CASA LOMA (REDLANDS)

LOMA LINDA



The main line is midway in the valleys giving the finest possible views of the mountain peaks and ridges, no intervening foothills being able to hide them from the car window. Above all, the Inside Track Flyer gives you two hours and forty-two minutes in Riverside and two hours in Redlands, and gets you back the same day.

The service is excellent, the train men courteous, affable and well informed, the equipment such as compares favorably with the best of local trains elsewhere.

Facing eastward the snow clad peaks of Mount San Bernardino, Mount San Gorgonio and Mount San Antonio loom in view. Off to the left, above the green valley floor and its groups of low hills, are foothills on which orange orchards are venturesomely arrayed with all the regularity of an army on parade. The higher hills have a background of the steep, abrupt ranges of the Sierra Madre and San Bernardino with crests edged with pine forests—plainly visible twenty miles away—and beyond the towering peaks that stand guard over these valleys.

Cities, orchard enclosed, are here and there, white embowered with green; sandy arroyos are crossed with a silver ribbon of water midway; long sloping benches covered with vines join in the picture. Everywhere is a display of color.

**En  
Route**

**A Vivid  
Color  
Panorama**



MISSION SAN GABRIEL



On a winter day in the foreground may be seen the bright green of an alfalfa field, beyond the brown and gray of sand and greasewood, then the bare outlines of a peach orchard, higher the deep green of an orange grove, then the gold and brown of a granite wall, and higher yet the white of snow-covered mountains—and above all the blue sky of sunny California.

Leaving Los Angeles, a glimpse of the manufacturing section, a fleeting vision of beautiful parks and homes, and Dolgeville, manufacturing town and junction for Pasadena, is reached.

Ordinarily Pasadena is visited independently of the journey of the Inside Track Flyer, which gives a distant view of the beautiful crown of the valley nestled against its foothills. Place of surpassing homes and magnificent resort hotels—the Green, the Raymond, the Wentworth, the Maryland—this city and its neighboring attractions, such as the skylike journey to Mount Lowe, the ostrich farm, the famous avenue drives, are more fully described in “California South of Tehachapi,” supplied on request by any Southern Pacific agent. A side trip may be made from Dolgeville over the five intervening miles by any of six daily trains. Pasadena passengers for the Inside Track Flyer

**Pasadena**

**Beautiful  
Resorts and  
Residences**



[ THE VALLEY OF POMONA



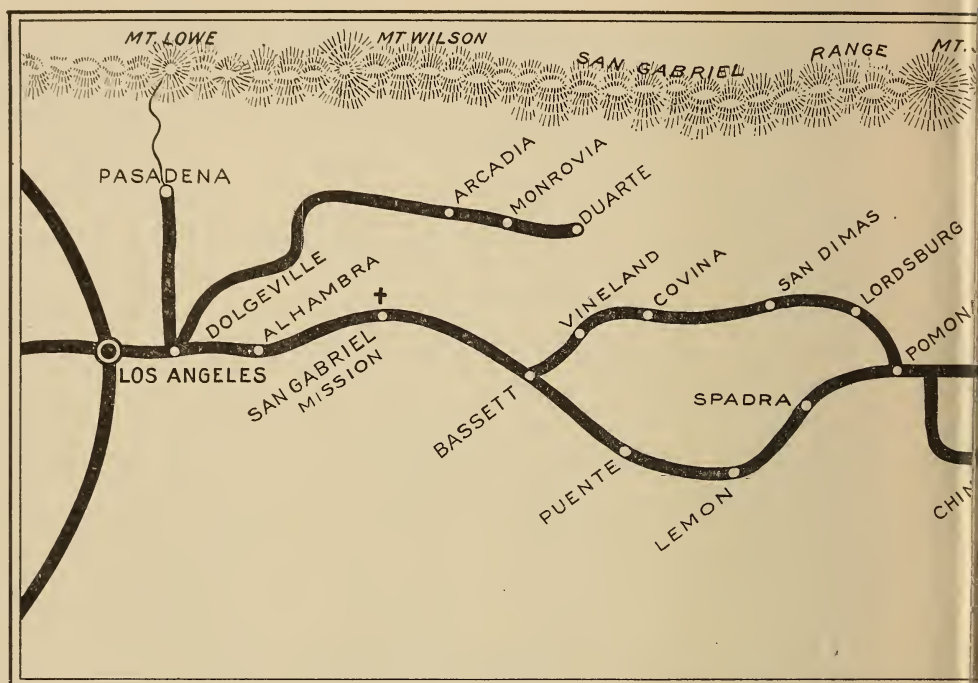
leave Pasadena at 9:05 a.m. and return at 6:45 p.m.

Alhambra is a place of ideal rusticity—of homes out of doors. **Alhambra**

Rarely picturesque is the old San Gabriel Mission, founded September 8, 1771, by Fathers Somera and Cambon. The train passes so closely by, that its old bell tower of gray walls with chimes of bells may be pictured by the alert photographer from the train. Time has treated kindly this old mission, older than our flag. In all the now fruitful valley around, there was not a civilized dwelling place at the time of its building. Here are the oldest orange groves and many of the oldest and largest grapevines in Southern California. Tarry here between trains if you are taking more than one day for the trip. **San Gabriel**

Puente was one of the first oil producing sections in California. **Puente**

Pomona, a pretty city of 8,000 people, may be well observed from the train. To the right and only a block away is the main business street, paralleling the route of the train. To the left are beautiful park-like grounds and homes. The city is surrounded by twenty-five square miles of orchards, spreading northward to the Sierra Madre Mountains, green and gold everywhere. Here from sixteen packing houses **Pomona**



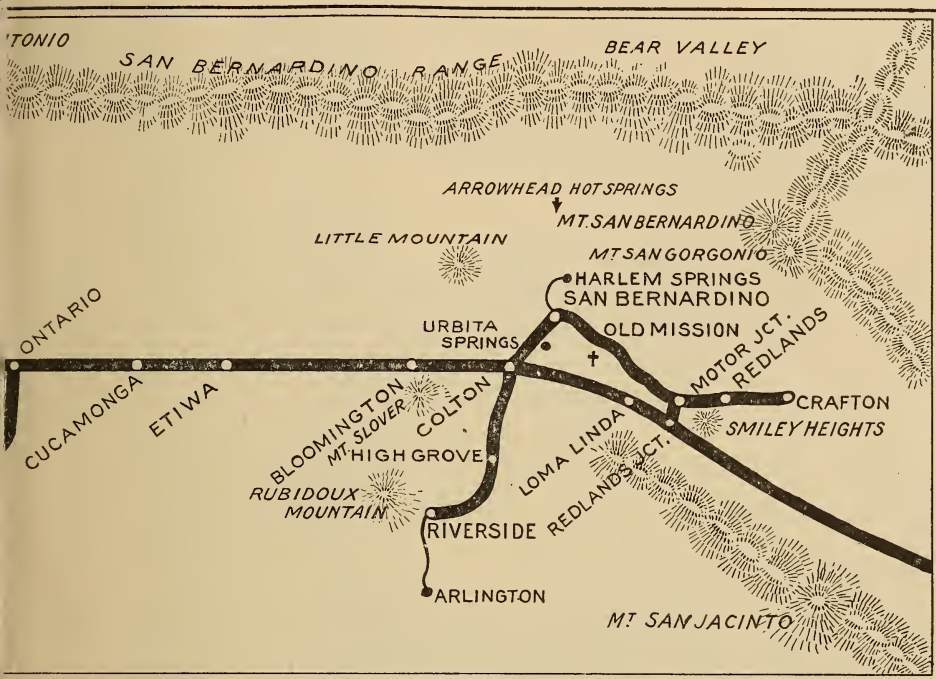
THE PATH OF THE INSIDE TRACK

are shipped oranges, olives, apricots, peaches and vegetables.

#### Ontario

A colony planned on a liberal scale and which has prospered according to plan. Its generously given grounds and avenues grant much to be thankful for. Its famous boulevard, Euclid Avenue, two hundred feet wide, with double driveway, an electric railway between, all separated by rows of fine trees, is one of the most alluring sights of Southern California. Its nine miles reach to the foot of the moun-





RUNS BY MOUNTAIN RANGES

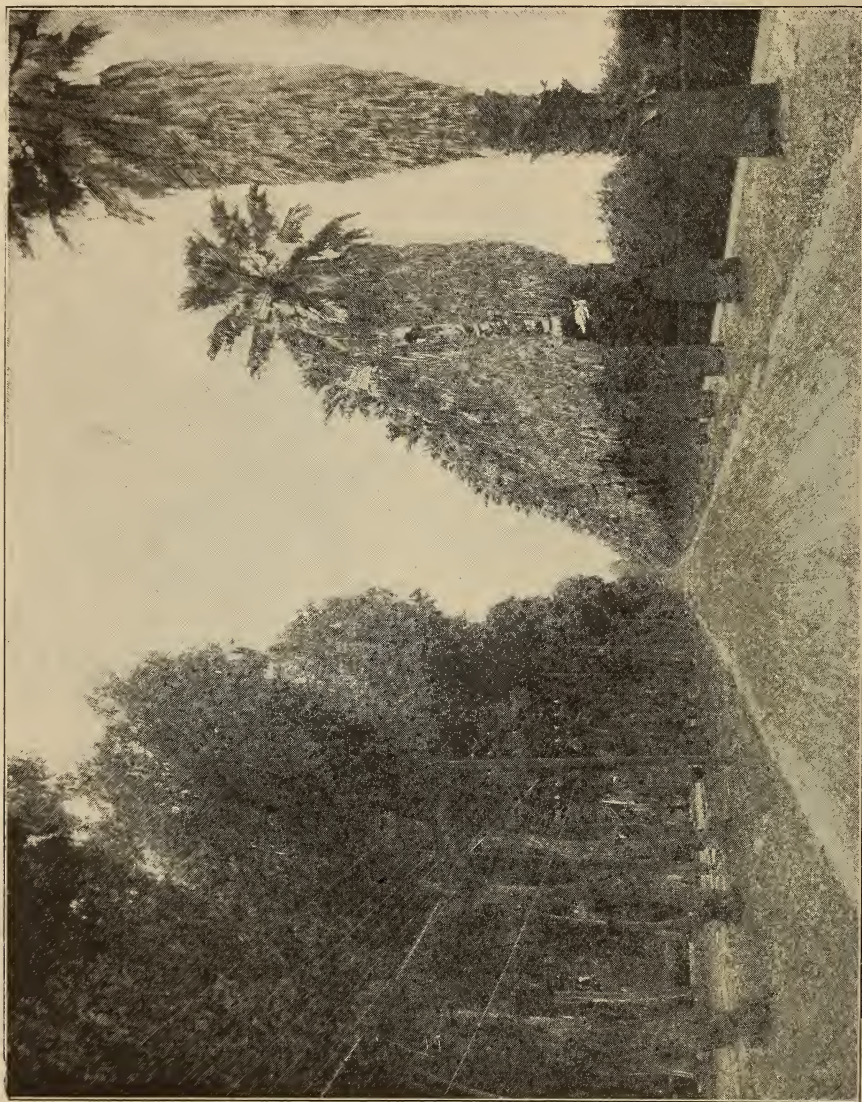
tains, with a total uplift of some seventeen hundred feet. The Inside Track Flyer stops opposite the avenue in the business center of Ontario.

Chino, five miles south of Ontario, on a branch, is noted as a sugar-beet producing section.

These are old colonies, well known, famous for their vineyards. These were of the first raisin producing sections, and the wine of Cucamonga was famous thirty years ago. A

Chino

Cucamonga  
and  
Etiwa



MAGNOLIA AVENUE RIVERSIDE



single vineyard of 3,000 acres is intersected by the Inside Track.

An orange and vine colony of recent years. Just beyond to the right rises Slover Mountain, a mountain of marble standing alone above the valley's floor.

**Bloomington**

A lively city of 3,500 people, junction of three transcontinental railroads and a manufacturing center of importance, with flour mills, marble quarries, orange packing houses and large cement works at Slover Mountain.

**Colton**

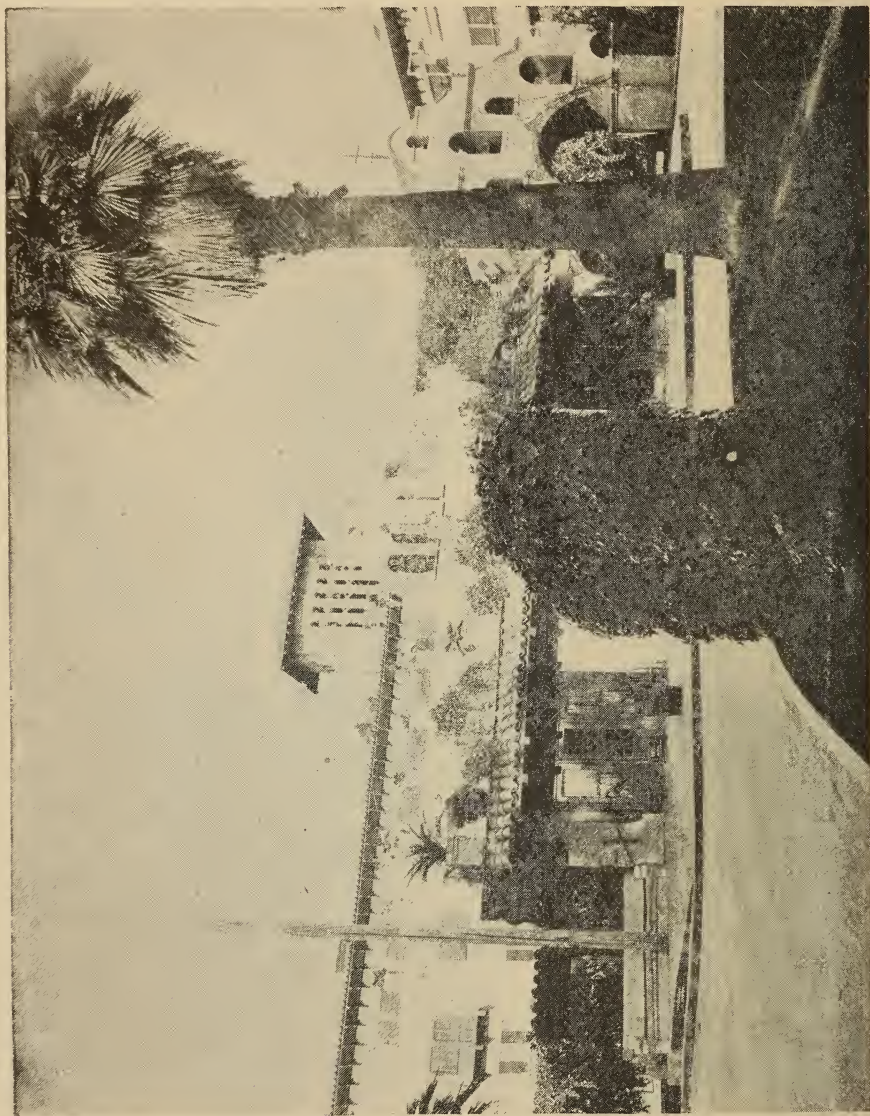
The Inside Track Flyer turns southward from Colton, and through the orange groves of Highgrove seeks the city of Riverside.

**Highgrove**

This greatest of orange growing colonies has all the advantages of an unsurpassed rural district and a model city, there being fifty-six square miles under the jurisdiction of the municipality. Six thousand carloads of oranges are shipped hence each year. The population of city and colony is about 12,000, and the average wealth per capita is the highest of all American cities.

**Riverside**

The Inside Track Flyer waits while you take a street-car ride down Magnolia Avenue, famous for twenty years, or drive down the beautiful Victoria Avenue, returning along Magnolia (carriage fare, one dollar—carriages meet the train).



THE NEW GLENWOOD CALIFORNIA'S MISSION HOTEL



The new Rubidoux Mountain drive unfolds an enchanting panorama. It is one of the most interesting of Southern California journeys.

The New Glenwood, the Sherman Institute for the Indian children, the new High School and Court House are points of general and artistic interest. The streets, clean as a floor, and the wonderful foliage and flower gardens appeal strongly to visitors.

The New Glenwood is a hotel so unique, attractive and homelike that it should not be classified as a "hotel." Built after mission style, with electric lights shaded with bell-shaped covers, the doors locked with old fashioned iron latches, the guests called to meals with musical chimes of mission bells, the roof of the old building covered with the red moss-grown tiles of the old Palo rancherio near Temecula, a century old—the New Glenwood is a place of pleasing surprises. No visitor can say he has seen Riverside without at least passing through this most unique and fascinating of its attractions.

**A  
Mission  
Hotel**

Leaving Riverside after luncheon at the New Glenwood, the Inside Track Flyer takes the sightseer to Loma Linda; "Beautiful Hill" is its Spanish interpretation. This famous sanitarium, on the gentle slope of a hill overlooking northward the San Bernardino Valley, is sur-

**Loma Linda**



ON SMILEY HEIGHTS



rounded with orange groves and flower gardens. It has every facility for the care of the ill.

The magnificent mountain views from the Inside Track Flyer are most noteworthy. Mount Lowe (altitude, 3,500 feet), Mount Wilson (altitude, 6,666 feet), Mount San Antonio (altitude, 10,080 feet), Mount San Bernardino (altitude, 10,630 feet), Mount San Gorgonio (altitude, 11,485 feet), Mount San Jacinto (altitude, 10,805 feet), are among the snow-clad peaks plainly and impressively in view. Many of these mountains, familiar to the old settlers as landmarks, have been given local names. San Antonio's white brow has given it the sobriquet of "Old Baldy," while San Gorgonio (twin peak with Mount San Bernardino) is known to old timers as "Grayback," from its ever existing crest of snow.

Here the Inside Track Flyer tarries two hours to view this city of beautiful homes on the slope at the foot of Mount San Bernardino overlooking the beautiful San Bernardino Valley. A city of 7,000 people, it has the appearance of a great park with its twelve thousand acres of oranges and perhaps a thousand acres of flowers. Among its many beautiful drives, that around Smiley Heights and Canyon Crest Park is most interesting. The way is along the flower lined and wooded crest looking down upon Red-

**The  
Mountain  
Peaks  
Along the  
Inside Track**

**Redlands**



THROUGH THE ORANGE GROVES OF SAN DIMAS



lands on one side, and into the deep San Geronio Pass on the other, where the steel trail of the Sunset route shimmers in the sunlight. Twelve hundred acres of trees, flowers and shrubs are in the Park. Of the trees, aside from orange, lemon and pomelo, are forty varieties of eucalyptus, twenty of acacias and fifteen of palms.

**A Park  
of Rare  
Beauty**

The Public Library, given to the city by A. K. Smiley, a mission building set in a park of its own, has 9,000 volumes and is a point of much interest. The Casa Loma is a resort hotel catering in an acceptable manner to the most discriminating tastes.

Carriages meet the Inside Track Flyer and drive the passengers through the city. The charge is one dollar; or, for parties of twelve or more in a tally-ho, seventy-five cents each.

The Inside Track Flyer returns direct to Los Angeles, leaving Redlands at 4:35 p.m., the route being varied by using the line through Lordsburg and Covina.

**Lordsburg**

This Dunkard settlement is a model of thrift and neatness, with many orchards of citrus and deciduous fruits and walnuts.

Place of citrus fruit nurseries—a scenic place with waterfall and lemon as well as orange groves.

**San Dimas**

So near do the trees bend their golden laden



SAN BERNARDINO VALLEY FROM THE RUEIDCUX DRIVE



branches hereabouts to the car windows that one may catch the fragrance of springtime orange blossoms and almost gather the oranges from the car steps. Covina is in the center of one of the greatest orange districts in California, and is one of the most important shipping points. Hence through Vineland and Irwindale the Inside Track Flyer makes its evening way homeward to Los Angeles.

**Covina**

From Colton (three miles) or Redlands (ten miles), branches of the Inside Track run to San Bernardino, the commercial center of the San Bernardino Valley and all the desert country beyond. While not on the route of the Inside Track Flyer, if time permit (and time should be made to permit) a side trip to the Gate City is well worth while.

**San  
Bernardino**

It is a beautiful enterprising city of 12,000 people, with large railroad machine shops, foundries, lumbering and other industries. It is possessed of more flowing artesian wells than any other city of its size.

The great Arrowhead Hot Springs, with location blazoned on the mountain side by the famous arrowhead, and the Urbita, Rabel and Harlem Hot Springs make it a health resort center. In the summer (with Redlands) it is the starting point for many San Bernardino Mountain resorts—Bear Valley, Little Bear Val-

**Arrowhead  
Springs**

ley, Squirrel Inn, Fredalba Park, Lytle Creek resorts, etc. The Inside Track between Redlands and San Bernardino is to be broad gauged and the city placed on the main local lines.

**Nearby  
Trips**

From Los Angeles short trips can be made to Pasadena, nine miles east, a city of fine homes and finer hotels—the crown of the San Gabriel Valley; to Santa Ana, thirty miles away, among walnut groves and other orchards; to Long Beach and Santa Monica, Ocean Park and Venice—seaside towns of great attractiveness.

**Rates and  
Privileges**

The round trip rate from Los Angeles for the trip over the Inside Track during the summer of 1907 will be, for holders of eastern tickets and their local friends, \$2.75, including stop-over privileges. The tickets will be good for ten days. No one making this journey has been other than delighted with it; in no other way can as comprehensive a one-day trip of the great southern resort valleys be made as on the Inside Track Flyer. Tickets may be secured in Los Angeles at 600 South Spring Street; Arcade Depot, foot of Fifth Street; River Station, San Fernando Street; Naud Junction.

For full information about Southern California, call at 600 South Spring Street, Los Angeles, or write to

**T. A. GRAHAM,**

Asst. Gen'l Freight and Passenger Agent,  
600 South Spring St., Los Angeles, Cal.



## SOUTHERN PACIFIC PUBLICATIONS

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The following books, descriptive of the different sections of country named, have been prepared with great care from notes and data gathered by local agents with a special eye to fullness and accuracy. They are up-to-date hand-books, about five by seven inches in size, profusely illustrated from the best photographs, and form a series invaluable to the tourist, the settler and the investor. They will be sent to any address, postage paid, on receipt of five cents each, twelve cents for three, or fifteen cents for the four first-named California books:

The Sacramento Valley of California, 96 pages, 5x7 in., 5 cents.

The San Joaquin Valley of California, 96 pages, 5x7 in., 5 cents.

The Coast Country of California, 96 pages, 5x7 in., 5 cents.

California South of Tehachapi, 96 pages, 5x7 in., 5 cents.

Kings and Kern River Canyons and the Giant Forest, 48 pages, 5x7 in., 5 cents.

Lake Tahoe and the High Sierra, 48 pages, 5x7 in., 5 cents.

Yosemite Valley and Mariposa Grove of Big Trees, 48 pages, 5x7 in., 5 cents.

The New Arizona, 80 pages, 5x7 in., 5 cents.

The New Nevada, 80 pages, 5x7 in., 5 cents [in preparation].

Big Tree Booklet, 29 pages, 7x10 in., 5 cents.

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The following publications, most of which are illustrated, will be sent free of charge, but one cent for each in stamps should be enclosed for postage:

Big Tree Folder.

Big Tree Primer

California Climatic Map, folder.

Coast Line Resorts, folder.

Del Monte Folder.

Eat California Fruit, booklet.

Inside Track, booklet.

Lake Tahoe Resorts, folder.

Cool Sea Breezes, folder.

Orange Primer.

Oregon, Washington, Idaho.

Prune Primer.

Shasta Resorts, folder.

Yosemite Valley, folder.

Camper's Paradise Folder.

Settler Primer.

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**Sunset Magazine**, the magazine of the Pacific Coast; up-to-date and profusely illustrated. 15 cents a copy. \$1.50 a year, with beautiful book premium, "Road of a Thousand Wonders."

CHAS. S. FEE,

Passenger Traffic Manager.

JAS. HORSBURGH, JR.,

General Passenger Agent.

San Francisco, California.



# LOW EXCURSION RATES OVER THE SOUTHERN PACIFIC TO ALL CALIFORNIA POINTS

To holders of round-trip tickets over Southern Pacific lines from the East during the summer of 1907, the Southern Pacific offers low excursion rates to all points in California from Los Angeles and San Francisco. Present your eastern tickets to agents and secure reduced rates. Specially low rates are offered to mountain and sea-side resorts.